Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 964 **Const Calendar Day:** 537 **Date:** 23-Nov-2013 **Saturday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF ironworkers Barry Rothman and Rob Martell work on CCO 314. Barry Rothman works all day on CCO 314, but Rob Martell only works part of the day in the morning on CCO 314 (approx half day). Rob Martell works the remainder of the day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area. Laborer Carlos (Pedro) Garcia works for the first couple of hours on CCO 314, and then works the remainder of the day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area. The shift is 0700 to 1530, for 8 hours at 1.5x OT because it is Saturday.

At Test Rig #5, the ironworkers set the jacking beam on the stainless steel slider. The jacking beam needs to be raised, so the beam needs to be picked to so that additional shimming can be added below the stainless steel slider to elevate it. After final shimming, the jacking rod is approximately in the center of the oversized hole in the beam in front and in back. Work at Test Rig #5 is complete with the exception of the jacks.

The ironworkers shake out the jacks, moving the numbered jacks to the appropriate numbered test rig. At Test Rig #5, spare 300 ton jacks will be used instead of the 150 ton jacks originally planned (originally planned jacks moved off site). At Test Rig #7, both the originally planned pair of jacks and the spare pair of jacks will be used, so all 4 jacks are placed near the test rig. The remaining spare jacks are set aside.

The ironworkers do prep work on the wet chambers for Test Rigs #6 through #11. They tighten the plug bolts at the bottom of the wet chamber that are in the holes originally intended for the reference electrode – VGO only installed the bolt and sleeve, leaving the underside nut and washer for ABF to tighten whenever they no longer wanted to have a drain. The ironworkers caulk the backing bar joints inside the wet chambers using the approved Permatex Ultra Black Maximum Oil Resistance RTV Silicone Gasket Maker – the epoxy paint applied in the shop sometimes does not bridge the interface between the backing bar and the test rig plate. The ironworkers use a tap to chase the drill and tap holes in the tops of the test rigs where the VGO thermocouple probe will be inserted. Then the chased threads in the drill and tap holes are painted with epoxy paint by the ironworkers. Also, the A325 plug bolt in place of the originally planned reference electrode is painted with epoxy paint by the ironworkers. Epoxy paint is also used as brush applied touchup paint in any areas where there are any issues in the wet chamber with the shop applied paint, particularly in the two other instrumentation/watering holes in the top of each wet chamber where the epoxy paint does not have full spray applied coverage from the shop. The epoxy paint is Carboguard 890 from a touchup kit provided by XKT/ABC (suppliers of the original test rigs). All of these wet chamber activities are mostly completed on Test Rigs #6, #7, and #8 today, with little work done today on Test Rigs #9, #10, and #11.

Laborer Carlos (Pedro) Garcia works approximately 2 hrs in the morning on CCO 314 to build the SWPPP containment under the wet chamber of Test Rig #5 with 2x4's caulked to the concrete slab. This is work that could not be done earlier because the containment timber on one side would have conflicted with the installation of the end plate and the tensioning of the end plate bolts. The end plate was installed yesterday at Test Rig #5. I discuss with ABF that three of the four sides of the SWPPP containment can be installed at Test Rigs #6 through #11 where the end plate has not been installed yet. This operation does not happen today because the laborer has other operations elsewhere at the Pier 7 warehouse area that need to be completed as a higher priority.

ABF Engineer Kelvin Chen is not at work today (Saturday).

VGO is not working on site today. Dave Van Dyke from VGO is in the Bay Area over this weekend after traveling to the Bay Area earlier in the week and scheduled to be on site next week.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is used. A compressor – IR P185R – ABF ID 002075 is on idle/standby at the work area. The ironworkers have a Kubota Cart. An extendable forklift (briefly in am) and a Hyster 120 forklift (most of am) are used at various times today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces (minus 1 missing)
10' ABF k-rail = 8 pieces
20' rented k-rail = 22 pieces (minus 1 missing)
20' ABF k-rail = 27

The agreed extra work with ABF is as follows:
Ironworker Rob Martell - 4 hrs OT
Ironworker Barry Rothman - 8 hrs OT
Laborer Carlos (Pedro) Garcia - 2 hrs OT
Hyster 120 Forklift - 2 hrs (corrected from Hyster 80 Forklift)
Radios (3 radios) - 14 hrs
k-rail: 26 pcs @20' and 7 pcs @10'
Crane Mats (12x12 - 5'x16') - 10 pcs
Crane Mats (12x12 - 5'x7') - 4 pcs
See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Field and Office 8 hours: I am in the field intermittently for CCO 314 test rig work. I am also working in the office on CCO 314 issues. ABF's shift is 0700 to 1530. My shift and my OT hours are 0800 to 1630.